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IN REPLY REFER TO
3710
Ser N7/581
18 May 16

From: Navy T-6 Texan II NATOPS Model Manager
To: All Navy T-6 Texan II Units

Subj: READ AND INITIAL 16-12: REMOVAL NOTIFICATION OF T-6A/B EXTERNAL CANOPY FRACTURE SYSTEM AND PROCEDURES

Ref: (a) A1-T6BAA-NFM-100 IC 014
(b) A1-T6BAA-FCL-100 IC 013
(c) NAVAIR 00-80R-14-1 (Crash Crew Procedures)

Encl: (1) Ground Egress Diagram with T-6A/B External CFS Removed
(2) Crash Crew Aircraft Entry Procedures

1. Effective: Immediately.

2. Expiration: Upon completion of Technical Directive (TD) T-6-AFC-63.

3. Background.

a. The T-6A/B External Canopy Fracture System (CFS) is scheduled for removal from all Navy T-6A/B aircraft with the removal of the two external CFS handles and rescue decals. The external portion of the CFS has been determined by the Joint Primary Aircraft Training System (JPATS) program office to be obsolete with very limited replacement production parts available thus it was decided to be completely removed from the entire T-6A/B inventory while retaining the internal CFS. In addition, a project is currently under development to replace the entire CFS with an improved system.

b. Purpose of this Read and Initial is to establish a start date for updated NATOPS Interim Changes and to provide T-6A/B aircrew the expectations in the event of an emergency ground egress when operating in an aircraft without an external CFS.

4. Procedures.

a. T-6A/B maintenance will begin the removal of both the external CFS handles and rescue decals through a Technical Directive (TD) during upcoming scheduled aircraft phase inspections. Those aircraft with removed external CFS handles and/or rescue decals will be properly placarded in the Aircraft Discrepancy Book (ADB) and made available for issue. Those aircraft that have not been modified will continue to be issued with the external CFS still available for use.

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b. References (a) and (b) are recent NATOPS Interim Changes that shall be implemented by all T-6A/B users beginning 23 May 2016. Per references (a) and (b), all T-6A/B aircrew issued an aircraft that have been modified with the removal of the external CFS, shall ensure both external CFS handle access doors are closed and locked for the entire duration of the flight. Enclosure (1) is a diagram of pilot egress procedures with an inoperative external CFS.

c. For those aircraft that have **not** been modified, T-6A/B aircrew shall continue to ensure the external CFS handle access doors remain unlocked for the entire duration of the flight so that the system is available for use. In no cases, during flight operations, shall the external CFS doors be locked if the system is still operable. The intent is to continue to have available the external CFS until it has been completely removed from the aircraft.

5. Action. Notify and train, if applicable, local crash and fire rescue crew teams of T-6A/B canopy forced entry procedures with the removal of the external CFS. Per reference (c) and enclosure (2), if the pilot is unable to operate the internal canopy handle or the internal CFS, is incapacitated, or has elected to wait on crash crew instead of ejection, crash crew will first attempt to manually open the canopy with the external handle and if unable, attempt to access the external CFS handle access doors. If the doors are unlocked, they will use the external CFS if the situation permits or if the external CFS handle access doors are locked, they will proceed to use a power rescue saw or crash axe to cut through the canopy to gain cockpit entry to extract the pilot(s).

6. Notes. Aircrew can expect local base/NOLF crash crew teams to take approximately 3-5 minutes to cut through a canopy using a power rescue saw, situation permitting. In some cases, latch hooks must be sawed off in order to remove the canopy and gain cockpit entry. Crash crew are trained to cut around the mild detonating cord.

5. The primary point of contact for this Read and Initial is the TRAWING FIVE T-6B NATOPS Program Manager, Lieutenant Commander Marion Spencer at: 850-623-7480 or at marion.spencer@navy.mil.

M. T. MURRAY

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T-6A NATOPS Program Manager
T-6B NATOPS Program Manager

Ground Egress Diagram with

T-6A/B External Canopy Fracture System (CFS) Removed

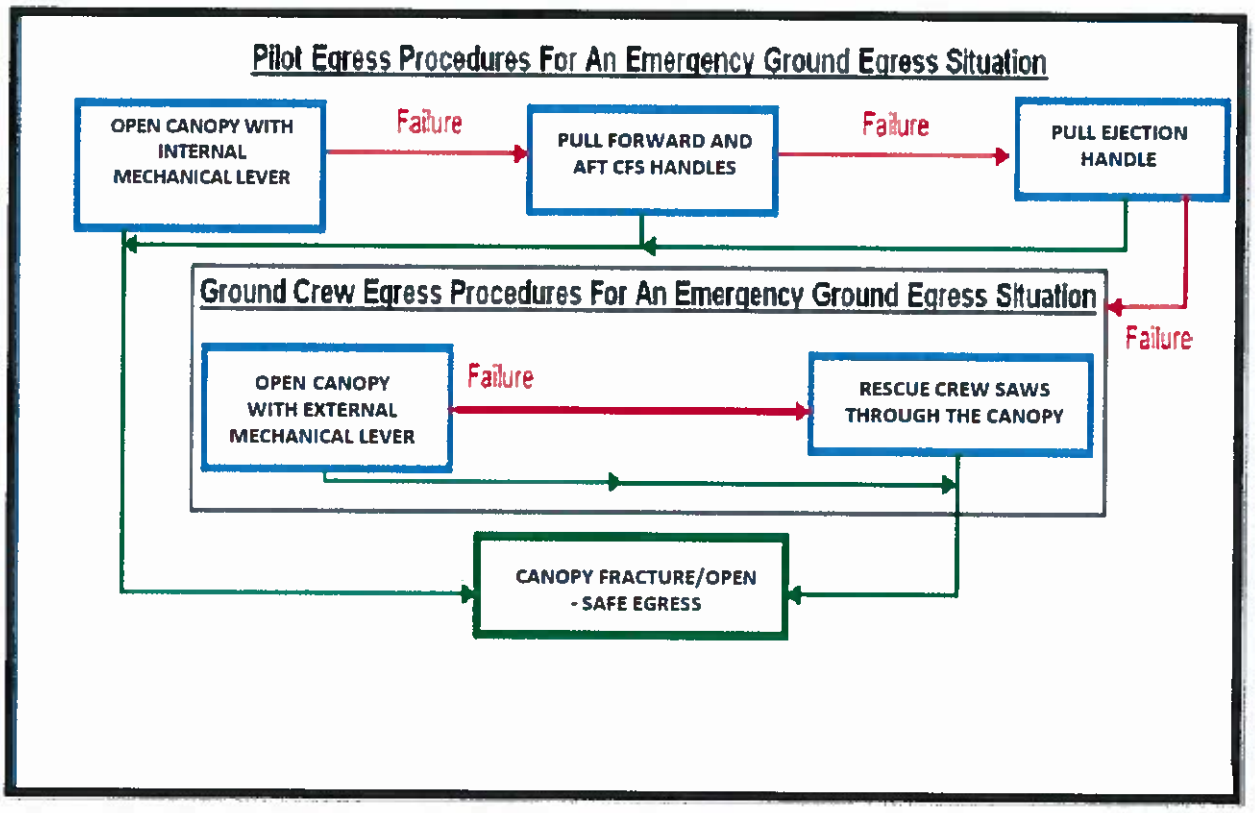

Figure E-3. T-6A Texan II Crash Crew Information (Sheet 3)

4. AIRCRAFT ENTRY

a. NORMAL ENTRY

Note

Approach aircraft from left wing. Enter aircraft from left side of fuselage where the canopy open handle is located.

(1) Push unlock button, located forward of canopy open handle, to unlock canopy.

(2) Rotate canopy open handle clockwise to the open position.

CAUTION

The side opening canopy is not quickly opened. It has a hydraulic control rod which makes rapid opening difficult. Use a slow deliberate push upward. Rapid upward movement will resist the firefighter or responder.

Note

Canopy is secure when in the full open position and will not need assistance.

(3) Lift canopy up using the open handle.

(4) Rotate the interior canopy locking handle located on the left canopy sill, to the CLOSED/LATCHED position.

(5) Normally, the ejection seat safety pin is stored in the internal canopy locking handle. Handle can be rotated with pin installed.

(6) Safety the ejection seats.

b. N/A

T-6A

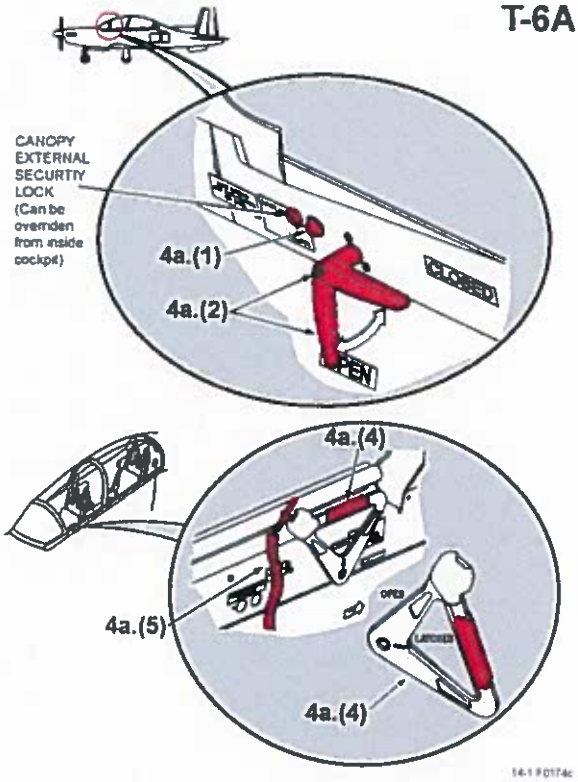

Figure E-3. T-6A Texan II Crash Crew Information (Sheet 4)

4. AIRCRAFT ENTRY (CONT)

c. EMERGENCY ENTRY

Detonation cord is glued to inside of canopy. Face away from aircraft when initiating system due to possibility of flying fragments of canopy plexiglass.

Note

Canopy fracturing system (CFS) is installed. Canopy does not jettison.

(1) Open external emergency egress door, located near either wing trailing edge on side fuselage.

(2) Push latch on egress door, located on either side fuselage under aft canopy sill.

(3) If CFS safety pin is installed, remove pin and then remove T-handle by pulling outward and aft.

(4) Pull T-handle and lanyard out to full extension of 10 feet.

(5) Face away and pull sharply to initiate canopy fracturing system. Both transparencies will fracture and fall away.

d. FORCED ENTRY

If CFS system is inoperative, use power rescue saw or crash ax to gain cockpit entry.

5. CANOPY SAFETY

a. CFS safety pins are stored in the pin storage box on the aft left cockpit bulkhead. Remove pins from storage.

b. Insert CFS safety pins in the CFS handles located on the left consoles in both cockpits.

If canopy can not be opened or fractured, cut hole into canopy opposite interior handle, then rotate the interior canopy locking handle, located on the left canopy sill, to the OPEN/UNLATCHED position. Handle can be rotated with seat safety pin installed.